BOATING ON THE WANE

THIS WAS A POOR SEASON ON THE MISSISSIPPL.

Steamboat Men Experience an Unprofitable Year-Log Rafting Is Deelining as Mills Disappear-Decadence of Business.

From the Chicago Record.

The Mississippi river season of 1898 is at an end. The shores of the river are fringed with ice, ice is ru ning in the channel and the steamers have all "gone to the bank," as the final tying-up is phrased. Fires have been drawn and the boats are either laid up in their ice harbors, where the rush of broken ice next spring will leave them in safety, or have been hauled out on the ways for regular winter in-

spection and repairs.

Mississippi steamboat men, too, individually and collectively, are not at all back-ward in expressing themselves as very glad that the season is over, and they pray that they may never see another one like it. During most of the year there was a good stage of water and the improvements which have been made upon the channel gave them very fair navigation; but, notwithstanding this, business never before has been so poor.

Causes of Poor Business.

A variety of causes contributed to this. The Mississippi, fifty years ago, was the great main highway. Twenty years ago it was doing a vast mercantile business by was doing a vast mercantile business by the numerous fine packets running above St. Louis. But in tiffs degenerate day the river has fallen into state so low that it is little more than a road for the raft boats, and a great common sewer for the towns along its banks. The railroads can not altogether meet the rates that the boats can afford to make, but by meeting them half-way in rates and the other half in quickness of transportation they have surrored the place that the river held before they came, and the river, it is safe to say, never will regain its old importance.

Passenger traffic on the river in general is now limited to pleasure travel. Years ago men took the boat when they were in a hurry to go somewhere. Now they take the boat only when they are going nowhere in particular or when they don't care when they get there and in this day of limited trains and long-distance telephones the number of people who have time to burn in this way is limited to a small part of the leisure class who have never had enough of river travel to satisfy them.

Tourist Traffic Disappointing.

The tourist business begins at St. Louis and the towns north about the middle of June. Before that boats are more nearly empty than full of passengers. Through the latter part of June, the month of July and perhaps most of August, river tourists throng the boats, generally in greater numbers than can be accommodated. The business opens quite suddenly, like the opening of the river in the spring, when warm nights begin to drive people out of their houses for comfort and when the bosom of the river is pleasanter than any dwelling place ashore. But then, again, this tourist travel shuts down just as suddenly about the middle of August, and from full passenger lists the boats in a single trip will drop down to a sad array of empty staterooms. June. Before that boats are more nearly

single trip will drop down to a sad array of empty staterooms.

This year, because of some climatic freak, perhaps, the tourist season was shorter than usual, although at the outset a booming business was expected. Coupled with this was a smaller business in freights than has ever been known. The railroads had plenty to do, but the boats went begging. Early in the hot weather of September the Diamond Joe boats, the only line running between St. Louis and St. Paul, were taken off. There was not business enough to justify them in fighting their way against the deciding stage of water. The short line packets, which seldom ran more than 199 miles and return, did a better business in proportion than did the large boats, but it was purely local and just where the increase came from it was not easy to say.

Why Log Rafts Are Disappearing. The other main business of the river-

that of rafting logs and lumber-suffered alike with the passenger and freight traffic. The reason for this decline of the rafting business is easily found. The mills along the river are closing one by one, as the timber supply of the north diminishes. A good many of these mills have consumed the timber from all the lands held by their owners and these men have not found it profitable to buy logs in the market with which to feed their saws. Instead of a hundred raft boats or thereabouts, this summer saw only about sixty on the upper river. One sawmill in Hock Island has been pulled down. The one mill in Moline, it is understood, may not open again. Muscatine has another one in like situation. All along the river is the same decline of the sawmill industry. Naturally the boats do not raft logs if the mills are not there to cut them. alike with the passenger and freight traf-

do not rair logs if the mills are not there to cut them.

There are recurring rumors from time to time of a revival of the old-time splendors of the upper river through packets. 'Diamond Joe' Reynolds, one of the keenest steamboat men who ever turned a wheel, was badgered and atmoyed for several years before his death by this phantom of a great palatial passenger packet that should make almost reifroad time, draw so little water that it rould run arywhere between banks and be so magnificent that people would throng the levees for a chance to ride. Deny it as often as he pleased—and he generally denied it several times a day every scarson—"Diamond Joe" never succeeded in putting this rumor to sleep.

"Diamond Joe's" Abandoned Scheme. That story had a certain basis of fact. In 1886 Diamond Joe did plan a fast, lightdraught boat, to be the finest thing aftoat, and which was to make a test of his theory that people again could be induced to travel by river. He let the contract for a light, steel hull. It was delivered to him, ready for the upper works and machinery. Diamond Joe had certain pronounced ideas as to what these upper works should be. He divulged them to his head curpenter. This man likewise had ideas, and following them he told Mr. Reynolds that it would be impossible on that hull to construct such cabins as he wanted, Diamond Joe argued with this man till he finally lest patience and said that he would be hanged if he would build any hoat at all. The hull was decked over and made ready for service as a barge, and as a barge it is still doing duty. It was well built and probably as long as it floats this old phantom of the swift-doating palace, such as Diamond Joe dreamed of, will float with it. draught boat, to be the finest thing affoat,

Fine Channel in the River.

This season, notwithstanding the poor luck of the steamboat men, has shown the best channel, for the stage of water it contained, that the river has ever shown. The snagboat kept it free from obstructions and until the river got within a few mehes of extreme low water mark, at the very end of the season, bears had no difficulty in running. Engineers keep steadily at work improving the channel, whether the bonts are many or few. From Dubanae to St. Paul the river is practically a big canal, and the work of the engineers, though it moves rather slowly, is steadily making t moves rather slowly, is steadily make omething like a canal of the rest of t

fream.

But in proportion to the improvement of he river itself, there is deterioration of the iver traffic, and when the last raftboat hall make its last trip, there will be little hall make its last trip, there will be little. left for the old river to do except to get dry in the fail, high in the spring, freeze up and thaw out and carry a few short-line packets, gasoline launches and tisher-



WOMAN, DOG AND GOAT. They Join Forces and Kill a Bear

That Was Looking for a Dinner. Strondsburg (Pa.) Special to New York Herald. There is a bear skin hanging on the Shef-

fer barn, near Mill Rift, Pike county, and thereby hangs the tale of a heroic dog



and an invincible goat. For the sake of Mrs. Sheffer was hanging out the clothes.
She had her mouth and her apron full of clothespins, and was putting a freshly boiled shirt on the clothesline behind the house, when she saw a dark shadow on a sheet mear by, and a warm breath blew may was able to have one repair shipment to the clothesline behind the house, when she saw a dark shadow on a sheet mear by, and a warm breath blew may was able to have one repair shipment.

upon her cheek.

She turned and saw a bear balancing himself on his hind legs. She uttered a piercing shriek, and the bear dropped on all fours and started in pursuit. Mrs. Sheffer reached the house and closed the Shefter reached the abuse that the door behind her.

Around the corner of the house came "Dick," the brindle buildog, and from the rear sped "Bill," the goat. That bear felt a violent blow. He turned to avenge the indignity. Sharp teeth fastened in his



the side.

Mrs. Sheffer then decided to join in the battle. The bear was badly winded. The dog was minus an eye and the goat's whiskers flowed crimson to the ground Two hundred pounds of panting and exhausted bear were trying to recover for another round. another round.

Mrs. Sheffer made a detour to the woodshed, and picked up an ax. Dog and goat
got out of range and the polished steel fell
upon the head of that bruised and heartbroken bear. That was the end of him.

Come Back to My Heart. Come back to my heart, my dear lost friend,
Wait not to be welcomed there,
For the door's ajar-thou art gone-and yet,
Was thy home in my heart not fair?
And there for thee do the roses bloom,
Shall'I see thy face no more?
Nor hear thy voice, though I love thee, dear,
As in sweet, sweet days of yore?

If the fault were mine, or if 'twere thine, Let us, dear, forget, forgive;
And to each we'll speak goule words—oh, pray
That the dear old friendship live.
Murmur, 'Teare, he still,' to the troubled heart,
Give again the old-time kies,
Then we'll wipe the tears from each other's eyes,
On a fairer day than this.

Yes, dear, come back to my heart and rest, Yes, dear, come back to my heart and rest,
Oh, the day is lone and iong,
And I guard the buils that shall bloom for thee,
When thou comest: and the song
Thou hast loved the best I shall sing no more
Till I sing it to thine ear.
For I love thee still, ch. I love thee well; Come back to my heart, my dear.
Lyone, Kas. Mils. A. L. M'MILLAN.

She—"You forgot to take the price mark off my Christmas present, Jack." He—"No; 1 didn't, my dear. I thought it would save you a trip down town."—Puck.

A man on a street car one day Wished to give all our islands away; But it struck a tight alot. He went down like a shot,

VULCAN IS A SUCCESS

ENSIGN GERALD HOLSINGER WRITES OF HIS SHIP.

Foundry and Repair Shop, but Owing to Poor Spanish Marksmanship Had No Repairing to Do-Need More of Same Kind.

Major Frank Holsinger, of Rosedale, has ceived a letter from his son, Ensign Gerald Holsinger, who is navigator of th Vulcan, describing his ship and the active part it took in raising and repairing the

The United States is the only nation which success is being watched with great in-

Soon after the war with Spain had been unity it must also be recorded that the by congress Chief Engineer Melville asked venerable Mrs. Sheffer and an ax were the naval board to equip two repair ships. there at bruin's death. the naval board to equip two repair ships.

Mrs. Sheffer was hanging out the clothes. In spite of the practically unlimited amount

is his influence that the chief engineer of the navy was able to have one repair ship equipped.

This ship was the Vulcan. Before her transformation she was the merchant steamer Chatham. When she entered the havy, she was taken to the Boston navy vard, and there a wonderful change was effected. Things were put into her staunch steel hull which never floated above a keel before. She was equipped as a floating machine shop and foundry. Then she was manned by some of the most expert machinists and naval constructors in the country. Men who held responsible and high salaried positions in private life volunteered to ship on the Valcan. Mr. Ira Harris, who has been general manner of big from works in Kaneas City and Chicagand who is a graduate of Amapolis, reentered the service and was given charge of the Vulcan. It was Captain Harris who recently acted with so much heroism in saving lives of the prize crew which was attempting to take the Maria Teresa from Santiago to Hampton Roads.

It was expected that the Vulcan would be of service during the war in repairing the damages wrought by Spanish shells on our warships, but the Spanish shells on our warships.

"GREAT GUNS, THAT CAN'T BE A DOG."

throat and a dog swing to and fro like a pendulum. The bear brushed his passed own the dog's sides and shook him off. Then he saw before him a white and black object, which lowered its head. There was a collision, and the bear, dazed, put a paw feebly to his head. Canine teeth selzed him by the left hind leg. The bear swing about and landed a blow on the dog's head. He exposed an expanse of neck at the same time, and upon this weak point fell a blow from hard horns and harder head.

Mrs. Sheffer from a window saw a wild, fierce fray. There was the goat backing and charging with the precision of a battle ship in action. The dog, with his head covered with crimson marks of the fight and with his sides badly scarred, fought like a canine devil.

The bear was in the act of crumpling up the dog as patrons of a dairy restaurant dispose of Japanese napkins, when he received a consignment of initial velocity in his side. He let go of the dog and pursued the goat, while the dog attacked from the battle. The bear was badly winded. The his point is separated from the foundry loor by a packing of asbestos, cement and

Connected with the foundry is an equip Connected with the foundry is an equipment for molding brass. In another department are time stationary blacksmith forges and machines for punching holes in armor plate and for bending and rolling plate of harveyized steel. Below the machine deck there are storerooms holding about 500 tons of pig iron, layers of armor plate, tin, lead, copper, bar iron, steel wire, bolts, nuts and a thousand and one other things needed in the treatment of injured battleships.

things needed in the treatment of injured battleships.

If you have ever visited a naval repair shop and can imagine the scene transferred to shipboard, you can get a fairly good idea of what the Vulcan looks like. There are all manner of planes, lathes and other machines which cut through hard steel with apparent ease. The Vulcan has two cranes, with 19-foot arms that lead to the hoisting drums amidships and to the cranes to the hatches. These cranes are specially dehatches. These cranes are specially de-

Olmstead.

JEWELERS AND FINE STATIONERS.

Ladies'

Manicure Sets

Cloth Brushes

Hat Brushes

Nail Brushes

Face Brushes

Tooth Brushes

Button Hooks

Belt Buckles

Cuticle Knives

Corn Knives

Curling Irons

Emery Balls

Sealing Sets

Puff Boxes

Salve Boxes

Vinaigrettes

Fine Papers

Envelopes

Polishers

Scissors

Mirrors

Bonnet Brushes

NOW have six days to ponder over what you will present to your friends before the Christmas Bell is rung. As it is so difficult to make up one's mind what to give that would be appreciated, we will name a few items that we have for you to think over to-day:

Diamonds and other Gems, including Pearls, Set in Gold.

Watches and Clocks, in Endless Patterns and Prices, All Warranted for Time.

Cut Glass, from the Most Celebrated Manufacturers.

Rookwood Pottery, New Stock. Ours is the only firm in the city that carries this celebrated pottery.

Triplicate Mirrors, a Fine Stock, a Standard Gift for Wife or Sweetheart.

Established 1870.

Candelabras, Latest Designs and Very Handsome.

Knives.

Butter Knife Cake Knife Child's Knife

Forks.

Asparagus Fork Berry Fork Chow Chow Fork Fish Fork Olive Fork Oyster Fork

Ladles.

Cream Ladle Gravy Ladle Oyster Ladle Soup Ladle

Leather

Berry Spoon Chocolate Spoot Cotice Spoon Confection Spoon Ice Cream Spoor Nut Spoon

Spoons.

Orange Spoon Salad Spoon Sugar Spoon Soup Spoon Vegetable Spoon

Sterling Silver

Tea Sets Tete-a-Tetes Creamers Sugars Etc., Etc.

Goods.

Pocketbooks Card Cases Shopping Bags

Butter Pick Cheese Scoop

Miscellaneous

Croquette Server Cucumber Server Ice Cream Server Macaroni Server Pea Server

Patty Server Poached Egg Server Sugar Sifter Tomato Server

Plated

Tea Sets **Baking Dishes** Stew Pans Fish Sets Ice Cream Sets Salad Sets Child's Sets

Gents' Shaving Mugs **Shaving Brushes** Razors Cigar Jars Corkscrews Bag Tags Hat Markers Coat Markers Key Chains Match Boxes

Smoking Sets

CADY & OLMSTEAD,

Jewelers and Fine Stationers.

OPEN EVENINGS UNTIL CHRISTMAS.

S. E. COR. ELEVENTH AND WALNUT STS.

VALUABLE INDIAN SECRETS.

VALUABLE INDIAN SECRETS.

With 16-foot arms that lead to the hoisting drums amidships and to the cranes to the hatches. These cranes are specially desting to removing weights from the members which the form the members of the story for manufacturing to the fall of the story. The certain size.

Electric Cars Up the Jungfran.

Estimate on the cost of the new electric Crossman, the actress, is a fallfiedged medicine woman of the Story.

Estimate on the cost of the properties of the fall mount is to be expended in timeling. The line will be about circh timeles of the mature of the train of the fall mount is to be expended in timeling. The line will be about circh timeles for the round rip will be 51 not unreason, able when the mature of the trip is considered. The same time showing the ascent. I landlan girl would at least not harm the fall gave permission for an experiment of the story and the fall gave permission for an experiment of the story and hatred to fall the story of the was comparatively safe, but as fallfiedged medicine woman of the Story and hatred to fall the story of light be read to afford the child save remission for a capariment of the story of manufacturing the mean hat the did fall gave permission for an experiment of the story and hatred to fall the story of the was comparatively safe, but as fallfiedged medicine woman of the Story and the story of light the story of light the story of light the crossman was easily constituted in high extern 1 to the fall gave permission for an experiment of the story of light and to face the bitter leadousy and hatred to fall gave permission for an experiment of the story and the result of the story of light and to face the bitter leadousy and hatred to fall gave permission for an experiment of the story and the result was comparatively safe, but as fall to fall gave permission for an experiment of the story that the story of light the story of lig

one of the Chippewa braves took to wife secrets. Mrs. Crossman, feeling that the

PLANS OF A CANADIAN EXPEDITION TO START NEXT MAY.

Captain Bernier Expects to Follow Nansen's Route, Abandon His Ship in the Ice and Travel With Dog Teams to the North Pole.

The members of the Quebec Geographical Society, and some of the Canadian cabinet ministers as well, believe firmly that their ountry's flag will be planted at the North by a French-Canadian navigator in the closing days of the present century or n the opening ones of the twentieth. The purely Canadian expedition to the North is expected to start next May. It will be led by Captain Bernier, of Quebec who comes of an old scafaring family, and has already commanded some forty-seven ships and steamers in different parts of the

ships and steamers in different parts of the world. Arctic exploration has been his lifelong study. The Laurier government is giving to the expedition substantial aid, and its leader has now the assurance that its total cost will be defrayed, save about \$50,000, which he is confident will be forthcoming from Canadian sources within the next few weeks.

Dr. Dawson, director of the Dominion geological survey, says that the expedition has a fair probability of success, and Dr. Nansen, after having seen all its details, said to Captain Bernier, "You will get there if you are persevering enough." The captain asserts no special originality for his plans. They are based, he says, on the results achieved by Nansen, He is of the opinion that many of the other expeditions failed because they were planned in opposition to mature. They started northward in seas where the current ran toward the south. As the vessel advanced in a northerly direction it was consequently meeting drift less which instead of assisting its position to nature. They started northward in seas where the current ran toward the south. As the vessel advanced in a northerly direction it was consequently meeting drift ice, which, instead of assisting it, barred its progress. If the explorers advanced on sledges over the ice floe, they became exhausted by useless efforts, for the slow current gradually drove to the south the floe on which they thought they were advancing. In the case of those expeditions which were exceptions to this rule, unforseen circumstances interfered with their success. This was the experience of both the Jeannette and the Fram, and Captain De Long was perfectly justified, according to Bernier, in saying that if his vessel had resisted the pressure of the ice he would have passed over the pole or its immediate vicinity. Bernier estimates that if De Long had remained upon the ice floe which crushed his vessel, he would, three years later at the most, have reached Spitzbergen, as it was part of a northerly bound drift.

Northern Bound Currents.

Northern Bound Currents. The leader of the Canadian expedition

northern bound current. His intention is

KANSAS CITY'S BIG CONVENTION HALL, NOW NEARLY COMPLETED, FROM ARCHITECT HILL'S PLANS.

